



National Transportation Safety Board

Washington, DC 20594

Safety Recommendation

Date: June 9, 2016

In reply refer to: R-16-37
R-15-28 through -30
(Reclassified)

Mr. Joseph Boardman
President and Chief Executive Officer
National Railroad Passenger Corporation
60 Massachusetts Ave. NE
Washington, DC 20002

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. We determine the probable cause of the accidents and issue safety recommendations aimed at preventing future accidents. In addition, we carry out special studies concerning transportation safety and coordinate the resources of the federal government and other organizations to provide assistance to victims and their family members affected by major transportation disasters. We are providing the following information to urge the National Railroad Passenger Corporation (Amtrak) to take action on the safety recommendation being issued in this letter.

On May 17, 2016, we adopted our report concerning the May 12, 2015, accident in which Amtrak passenger train 188 derailed in Philadelphia, Pennsylvania.¹ Additional information about this accident and the resulting recommendations may be found in the report of the investigation, which can be accessed at our website, <http://www.nts.gov>, under report number RAR-16/02.

As a result of this investigation, we reiterated Safety Recommendation R-14-74 to the Federal Railroad Administration; reclassified Safety Recommendations R-15-28, R-15-29, and R-15-30 to Amtrak; closed Safety Recommendation R-13-23 to the Federal Railroad Administration; and issued 11 new safety recommendations, including five recommendations to the Federal Railroad Administration; one to the American Public Transportation Association and

¹ National Transportation Safety Board, *Derailment of Amtrak Passenger Train 188, Philadelphia, Pennsylvania, May 12, 2015*, RAR-16/02 (Washington, DC: National Transportation Safety Board, 2016).

the Association of American Railroads; two to the Philadelphia Police Department, the Philadelphia Fire Department, and the Philadelphia Office of Emergency Management; one to the mayor of Philadelphia; one to the National Association of State EMS Officials, the National Volunteer Fire Council, the National Emergency Management Association, the National Association of EMS Physicians, the International Association of Chiefs of Police, and the International Association of Fire Chiefs; and the following safety recommendation to Amtrak:

R-16-37

Incorporate strategies into your initial and recurrent training for operating crewmembers for recognizing and effectively managing multiple concurrent tasks in prolonged, atypical situations to sustain their attention on current and upcoming train operations.

In addition, we reclassified the following recommendations to Amtrak:

R-15-28

Install, in all controlling locomotive cabs and cab car operating compartments, crash-and fire-protected inward-and outward-facing audio and image recorders capable of providing recordings to verify that train crew actions are in accordance with rules and procedures that are essential to safety as well as train operating conditions. The devices should have a minimum 12-hour continuous recording capability with recordings that are easily accessible for review, with appropriate limitations on public release, for the investigation of accidents or for use by management in carrying out efficiency testing and system wide performance monitoring programs.

This safety recommendation is now classified “Open—Acceptable Response”.

R-15-29

Semi-annually, issue a public report detailing Amtrak’s progress in installing crash-and fire-protected inward-and outward-facing audio and image recorders. The report should include the number of locomotives and cab car operating compartments that have been equipped with the recorders, as well as the number of locomotives and cab car operating compartments in Amtrak’s fleet that still lack those devices.

This safety recommendation is now classified “Open—Acceptable Response”.

R-15-30

Regularly review and use in-cab audio and image recordings in conjunction with other performance data to verify crew member actions are in accordance with rules and procedures that are essential to safety.

This safety recommendation is now classified “Open—Acceptable Response”.

Chairman HART, Vice Chairman DINH-ZARR, and Members SUMWALT and WEENER concurred in this recommendation.

The NTSB is vitally interested in these recommendation because they are designed to prevent accidents and save lives. We would appreciate receiving a response from you within 90 days detailing the actions you have taken or intend to take to implement them. When replying, please refer to the safety recommendation by number. We encourage you to submit your response electronically to correspondence@ntsb.gov. If it exceeds 10 megabytes, including attachments, please e-mail us at the same address for instructions. Please do not submit both an electronic copy and a hard copy of the same response.

[Original Signed]

By: Christopher A. Hart,
Chairman